

PACIFIC FRUIT EXPRESS COMPANY

February News Letter *gls*

San Francisco, February 23, 1956

ALL P.F.E. EMPLOYEES:

P.F.E. Loadings

	1956			1955		
	<u>PFE Cars</u>	<u>Foreign</u>	<u>Total</u>	<u>PFE Cars</u>	<u>Foreign</u>	<u>Total</u>
January	29,737	1,581	31,318	25,540	1,797	27,337

Although it became necessary to obtain 300 SFRD cars at Kansas City in mid-January, total foreign cars loaded on contract lines during the month still was less than any January in recent years. With good returning PFE tide commencing late in January, there has been a steady improvement in the general situation and car supplies were increased further during the first week in February when several days of below zero temperatures in Idaho drastically curtailed loadings. With moderating weather, loadings responded and while presently the on-line supply and west PFE tide are adequate to protect current requirements, there is little indication of developing a comfortable backlog before the first of March.

SOUTHERN PACIFIC - Western Territory

In Oregon movement of potatoes and pears from storages continue in normal volume governed mainly by weather and market conditions. Onion shipments are light while other commodities, mainly canned goods and frozen foods, are moving normally.

In Northern California citrus movement will be in good volume as considerable backlog is on hand due to adverse weather in January that hampered harvesting. Grape shipments will continue as storage holdings are still heavy. Winter vegetables will be light due to adverse weather in January. Canned goods, wine, and frozen foods will be in heavy volume as shippers clean out storages and warehouses prior to March tax inventory. In general, heavy rains during January seriously hampered planting of spring vegetable crops, which will affect shipments in April and May; the full effect will depend upon weather and growing conditions in the next several weeks.

In the Southwestern District Imperial Valley lettuce will start normal seasonal decline about mid-February. Movement from Yuma will increase gradually through the month while Salt River Valley is not expected to start until the first of March.

Perishable territory on the West Coast of Mexico experienced severe freezing weather over the February 4-5th weekend and vegetable movement will be light, at least until weather moderates and crops can recover from effects of freeze.

Vegetable movement from other sections will be in normal volume and governed mainly by market conditions. Harvest of navel oranges began in mid-January and shipments will increase gradually through February. Frozen foods will be in heavy volume, and other commodities normal.

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	1956			1955		
	PFE Cars	Foreign	Total	PFE Cars	Foreign	Total
January	29,737	1,551	31,288	25,540	1,797	27,337

Although it became necessary to obtain 300 STD cars at Kansas City in mid-January, total foreign cars loaded on contract lines during the month still was less than any January in recent years. With good returning PFE tide commencing late in January, there has been a steady improvement in the general situation and car supplies were increased further during the first week in February when several days of below zero temperatures in Idaho drastically curtailed loadings. With moderating weather, loadings responded and while presently the on-line supply and west PFE tide are adequate to protect current requirements, there is little indication of developing a comfortable backlog before the first of March.

SOUTHWESTERN - Western Territory

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Vegetable movement from other sections will be in normal volume and governed mainly by market conditions. Harvest of pears, oranges, peaches, in mid-January and shipments will increase gradually through February. Frozen foods will be in heavy volume, and other commodities normal.

In Texas vegetable movement from the Rio Grande Valley will continue in good volume through February, barring adverse weather or market conditions. Vegetable movement from other sections will be seasonally normal. Cantaloup shipments from the Apatzingan district of Mexico are expected to start during the latter part of February.

ALONG UNION PACIFIC:

Shipments of potatoes from Southern Idaho continued heavy except for days of below zero temperatures. Indications are that the volume in winter storages in excess of last year's holdings may produce salable stock sufficient to ~~exceed~~ present estimates slightly.

In Northwestern District shipments during February will consist chiefly of apples and pears from storages, with volume depending upon market conditions. Miscellaneous Commodities will be lighter than normal due to a reduction in nursery stock supplies as result of freeze damage sustained last November during an unseasonably cold spell.

In Eastern District rail shipments of Colorado potatoes are very light due to heavy truck shipping. In Western Nebraska potato movement is steady though light, averaging but 5 or 6 cars daily. Other business consists of normal westbound movement of meat, packing house products, and frozen foods from Omaha, Kansas City and other Missouri River points.

Mr. A. J. Mello, Purchasing Agent for Pacific Fruit Express since 1929, retired on December 31, 1955 after 49 years of railroad service, 18 with the Southern Pacific and 31 years with P.F.E. He was first employed by the Southern Pacific as a trucker at Sacramento, and came to P.F.E. as General Storekeeper in 1925. "Andy" is in good health and leaves active service with the good wishes of a host of friends in the railroad industry and in the equipment supply lines. His home is at 635 Santa Rosa Ave., Berkeley, Calif.

Mr. Mello is succeeded by Mr. H. C. Morrison who entered P.F.E. service in 1929 as Car Repairer at Tucson. Mr. Morrison became Section Storekeeper at Tucson in 1930 and subsequently filled a diversity of positions in the Purchasing Department at Tucson, Los Angeles and Portland which provided him with a broad understanding of operations in the Department.

Diversion Record

	<u>Diversions Handled</u>	<u>No. of Failures</u>
Year 1955	839,102	180
1954	895,774	151
1953	956,569	173
1952	989,072	173

While our performance was still pretty good in 1955, the year shows up substantially poorer than either of the previous 3 years. Admittedly diversion work is meticulous and it is not easy

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ALONG UNION PACIFIC:

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In Northwestern District shipments during February will consist chiefly of apples and pears from storages, with volume depending upon market conditions. Miscellaneous commodities will be lighter than normal due to a reduction in nursery stock supplies as result of freeze damage sustained last November during an unusually cold spell.

In Eastern District rail shipments of Colorado potatoes are very light due to heavy truck shipping. In Western Nebraska potato movement is steady though light, averaging but 2 or 3 cars daily. Other business consists of normal westbound movement of meat packing house products, and frozen foods from Omaha, Kansas City and other Missouri River points.

Mr. A. J. Melio, Purchasing Agent for Pacific Fruit Express since 1927, retired on December 31, 1952 after 25 years of rail-road service. He with the Southern Pacific and 21 years with P.F.E. He was first employed by the Southern Pacific as a trucker at Sacramento, and came to P.F.E. as General Storekeeper in 1925. "Andy" is in good health and leaves active service with the good wishes of his friends in the railroad industry and in the equipment supply firms. His home is at 632 Santa Rosa Ave., Berkeley, Calif.

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Division Record

No. of Failures

Year 1952	Year 1951
180	180
151	151
173	173
173	173

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to perform with 100% perfection always. Shippers and receivers have been so universally outspoken in praise of PFE diversion services, however, that I hope all our forces will "tighten up" their handling this year.

Our January News Letter carried the names of Roseville Store Department employees who gave of their time and effort to help Yuba City residents during the recent flood troubles in that area. The following Car Department men of Roseville also helped in this very generous effort, and some of them are contributing their services as carpenters, plumbers, painters, etc. on week ends in February. My sincere thanks and appreciation is extended to each one:

Foster S. Blinman
Harold Bolin
Horace Bolin
Charles A. Brown
James Otis Brown
Calvin K. Byfield
Stanley J. Cain
Americo Carpineta
James M. Clemmer
Dale E. Cooley
Harry Crabb
Harry E. Donaldson
Dewey N. Eubank
William C. Everett
Harold B. Hardy
Hugo I. Hebuck
Clyde M. Hixson
Lucius Jarvis

Clinton W. Langley
Roy R. Lish
Clifford D. Miller
Louie O. Montero
Frank K. Odgers
James A. Patton
George B. Randle
John C. Rudy
Alfred V. Sanchez
Daniel S. Smith
Mike T. Tafoya
Jack Teeter
Oral T. Whitehead
Louis R. Wilbur
James L. Willis
Harold L. Wonders
Donald Bryant

K. V. Plummer

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Our January News Letter carried the names of Roseville Store Department employees who gave of their time and effort to help Yuba City residents during the recent flood emergency in that area. The following Car Department men of Roseville also helped in this very generous effort, and some of them are continuing their services as carpenters, glaziers, painters, etc., on weekends in February. My sincere thanks and appreciation is extended to each one:

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Lugo I. Heback
Clyde L. Hixson
Lucius Jarvis

Clifton A. Jarvey
Roy R. Lash
Clifford D. Miller
Louis C. Monterey
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W. V. Finmer